

New York Stock Market

New York, June 20.—The operators in stocks chose for the central subject of consideration to-day the signing by President Taft of the railroad bill and the consequent completion of contemplated legislation on that subject for the present. The action of the wheat market brought the crop prospect into view as a controlling factor and interrupted the influence of the railroad bill. There was slight increase of animation in the speculation, as is evinced by the meagre aggregate of the day's transactions, but the last prices of the day were generally the best.

The favorable effect on the tone of the market of the disposition of the railroad legislation may be due simply to the feeling of relief that it is out of the way. Some of its clauses are avowedly distasteful to the railroads as well as shippers. The more immediate influence of the bill in the stock market comes from the fact that the signal for renewed outflows of the intended increase in freight rates.

In the financial district the conviction is general that increases will be granted which will conserve the existing condition of the railroads, whether the increases are equal to those asked or not. This conviction underlies the apprehension that tactics of professed discontent and alarm will be used by the railroads in the conduct of their campaign for the increase; tactics which may operate to discredit railroad securities as well as to recommend compliance with demands for increased rates.

The expediency of these tactics is matter of controversy, apparently, between different banking and capitalistic parties, the dispute in itself warning off some of the speculative element from the market. Stocks of companies whose executives are openly dissatisfied with the situation do not diverge notably from the upward course of prices to-day. The active efforts of banking representatives toward reconciling great shippers to the desired rate increases and the necessary consultation with the government authorities enjoyed by the new railroad law carry broad suggestion that future railroad rates are likely to be subject of agreement, which the anti-trust law will hardly be invoked to prevent.

Dry weather, with too great heat in the Northwest over Sunday, continued to-day, and the resultant active demand for wheat reported from that section carried a disquieting intimation that the wheat crop is still subject to harmful contingencies, in contrast with the lately prevailing confidence in the outcome of the harvest. The jump in wheat checked the slowly rising tendency of prices of stocks, but without proving a stronger influence on the granger stocks than on the general list. The reports of railroad officials regarding traffic conditions showed signs of the same cleavage as is found in reports of executive officers over the adequacy of the rate situation.

Iron producers seem to be making concessions still to secure the larger volume of orders which are reported. Copper also showed another decline in price in London to-day. The offering for public subscription of the Southern Pacific Terminal mortgage bonds upset a supposition that these bonds had been disposed of to German and Swiss bankers at absolute sale.

The coming July money settlements are believed to have some restraint on the stock market. The London market remains quiet, in spite of the conviction of a coming period of easy money.

Bonds were firmer. Total sales par value, \$1,455,000.

U. S. 3s declined 1-4 cent. in the bid price to-day.

Total sales to-day, \$45,300.

New York, June 20.—Prime mercantile paper, 4 1/2 to 5 per cent. sterling exchange easy with actual business in bankers' bills at \$4.84 to \$4.87 for sixty-day bills, and at \$4.87 for demand. Commercial bills, \$4.84 to \$4.84 1/2. Bar silver, 53 3/4. Mexican dollars, 44.

Money on call steady, 2 1/2 to 3 per cent.; ruling rate, 2 3/4; closing bid, 2 3/4. Offered at 3 per cent. Time loans extremely dull and steady, sixty days, 3 per cent.; ninety days, 3 1/4 to 1 1/2 per cent.; six months, 4 to 4 1/2.

Official Range and Sale of Stocks in New York

By THOMAS BRANCH & CO., Bankers and Brokers.

SALES: Open. High. Low. Closing.

Amer. Agril. Chem. Co.	9	9	48	44	1,400	Great Northern Ore. Co.	61	61	61	62
200 Allis-Chalmers	55	55	55	55	300	Illinois Central	133 1/2	133 1/2	133 1/2	134
200 Allis-Chalmers pfd.	55	55	55	55	300	Int. Metropolitan	10 1/2	10 1/2	10 1/2	10 1/2
200 Amalgamated Copper	65 1/2	65 1/2	64 1/2	64 1/2	1,800	Int. Metropolitan pfd.	61	61	61	62
200 American Can	71	71	71	71	100	Int. Mer. Marine	5 1/2	5 1/2	5 1/2	5 1/2
800 Amer. Car and Foundry	55 1/2	55 1/2	55 1/2	55 1/2	100	Int. Paper	40	40	40	40
100 Amer. Car and Foundry pfd.	55 1/2	55 1/2	55 1/2	55 1/2	100	Int. Paper pfd.	32	32	32	32 1/2
100 American Cotton Oil	62 1/2	62 1/2	62 1/2	62 1/2	1,600	Kansas City S. & N.	55	55	55	55
100 American Locomotive	44 1/2	44 1/2	44 1/2	44 1/2	600	Louisville and Nashville	146	146	146	146 1/2
100 Amer. Locomotive pfd.	107 1/2	107 1/2	107 1/2	107 1/2	100	Manhattan	35 1/2	35 1/2	35 1/2	35 1/2
100 American Mail	32	32	32	32	1,700	Mo. Kan. and Tex.	35 1/2	35 1/2	35 1/2	35 1/2
3,500 American Smelting	75 1/2	75 1/2	75 1/2	75 1/2	1,300	Missouri Pacific	67 1/2	67 1/2	67 1/2	67 1/2
100 American Sugar	115	115	115	115	3,000	Nat'l. Va. Car.	115 1/2	115 1/2	115 1/2	115 1/2
100 American Sugar pfd.	135 1/2	135 1/2	135 1/2	135 1/2	5,000	N. Y. Ont. and Western	44 1/2	44 1/2	44 1/2	44 1/2
1,400 American Tel. & Tel. Co.	135 1/2	135 1/2	135 1/2	135 1/2	4,000	Norfolk and Western	125 1/2	125 1/2	125 1/2	125 1/2
5 American Tobacco	425	425	425	425	1,200	N. Y. Ont. and Western	44 1/2	44 1/2	44 1/2	44 1/2
5 American Tobacco pfd.	425	425	425	425	4,000	Norfolk and Western	125 1/2	125 1/2	125 1/2	125 1/2
500 American Copper	105 1/2	105 1/2	105 1/2	105 1/2	2,100	People's Gas	107 1/2	107 1/2	107 1/2	107 1/2
5,000 Atchafalpa	105 1/2	105 1/2	105 1/2	105 1/2	1,100	Pres. Steel	96	96	96	96
650 Atlantic Coast Line	121 1/2	121 1/2	121 1/2	121 1/2	100	Pres. Steel pfd.	96	96	96	96
A. C. L. of Connecticut	111 1/2	111 1/2	111 1/2	111 1/2	100	Pres. Steel pfd.	96	96	96	96
1,100 Baltimore and Ohio	75 1/2	75 1/2	75 1/2	75 1/2	100	Pres. Steel pfd.	96	96	96	96
6,800 Brooklyn Rapid Transit	75 1/2	75 1/2	75 1/2	75 1/2	100	Pres. Steel pfd.	96	96	96	96
300 Canadian Pacific	185 1/2	185 1/2	185 1/2	185 1/2	100	Pres. Steel pfd.	96	96	96	96
300 Canadian Pacific pfd.	185 1/2	185 1/2	185 1/2	185 1/2	100	Pres. Steel pfd.	96	96	96	96
300 Central Leather	37 1/2	37 1/2	37 1/2	37 1/2	100	Pres. Steel pfd.	96	96	96	96
4,300 Chesapeake and Ohio	81 1/2	81 1/2	81 1/2	81 1/2	100	Pres. Steel pfd.	96	96	96	96
500 Chicago Great Western	30 1/2	30 1/2	30 1/2	30 1/2	100	Pres. Steel pfd.	96	96	96	96
300 Chi. Great West. pfd.	49	49	49	49	100	Pres. Steel pfd.	96	96	96	96
12,400 C. & O. and St. Paul	125 1/2	125 1/2	125 1/2	125 1/2	100	Pres. Steel pfd.	96	96	96	96
500 Chicago and Northw. Pac.	147 1/2	147 1/2	147 1/2	147 1/2	100	Pres. Steel pfd.	96	96	96	96
100 Clev. Cln. and St. L.	81 1/2	81 1/2	81 1/2	81 1/2	100	Pres. Steel pfd.	96	96	96	96
Colorado Fuel and Iron	35 1/2	35 1/2	35 1/2	35 1/2	100	Pres. Steel pfd.	96	96	96	96
Colorado and Southern	75	75	75	75	100	Pres. Steel pfd.	96	96	96	96
Col. and South. 1st pfd.	75	75	75	75	100	Pres. Steel pfd.	96	96	96	96
5,700 Consolidated Gas	137 1/2	137 1/2	137 1/2	137 1/2	100	Pres. Steel pfd.	96	96	96	96
225 Crucible Steel	137 1/2	137 1/2	137 1/2	137 1/2	100	Pres. Steel pfd.	96	96	96	96
1,125 Crucible Steel pfd.	91 1/2	91 1/2	91 1/2	91 1/2	100	Pres. Steel pfd.	96	96	96	96
Delaware and Hudson	155	155	155	155	100	Pres. Steel pfd.	96	96	96	96
1,400 Den. and Rio Gran.	35 1/2	35 1/2	35 1/2	35 1/2	100	Pres. Steel pfd.	96	96	96	96
200 Den. and Rio Gran. pfd.	75 1/2	75 1/2	75 1/2	75 1/2	100	Pres. Steel pfd.	96	96	96	96
500 Distillers' Sec. Co.	30 1/2	30 1/2	30 1/2	30 1/2	100	Pres. Steel pfd.	96	96	96	96
2,100 Erie	27 1/2	27 1/2	27 1/2	27 1/2	100	Pres. Steel pfd.	96	96	96	96
300 Erie 1st pfd.	45 1/2	45 1/2	45 1/2	45 1/2	100	Pres. Steel pfd.	96	96	96	96
100 Erie 2nd pfd.	25 1/2	25 1/2	25 1/2	25 1/2	100	Pres. Steel pfd.	96	96	96	96
100 General Electric	147	147	147	147	100	Pres. Steel pfd.	96	96	96	96
4,900 Great Northern pfd.	123 1/2	123 1/2	123 1/2	123 1/2	100	Pres. Steel pfd.	96	96	96	96

CLOSING BOND QUOTATIONS

American Tobacco 4s.	101 1/2	Denver and Rio Grande 4s.	93	Southern Railway 5s.	93 1/2
American Tobacco 5s.	105 1/2	Denver and Rio Grande 5s.	93 1/2	Southern Railway gen. 4s.	93
Atchafalpa 4s.	105 1/2	Erie conv. 4s. series "A"	73	United States refunding 2s. 10c.	93
Atchafalpa 5s.	105 1/2	Erie conv. 4s. series "B" (bid)	73	United States registered 4s.	93
Atlantic Coast Line 1st 4s. (bid)	121 1/2	Inter. Mer. Marine 4s.	5 1/2	United States 2s. coupon	97
Brooklyn Rapid Transit 4s.	75 1/2	Kansas City Southern 1st 4s. (bid)	55	United States 4s. registered	101
Central of Georgia 4s. (bid)	104 1/2	Kansas City Southern 2nd 4s. (bid)	55	United States 5s. registered	101
Chesapeake and Ohio 4s. (bid)	81 1/2	Missouri Pacific 4s. (bid)	74 1/2	United States 6s. registered	101
Chicago and Northw. Pac. 4s.	147 1/2	Missouri Pacific 5s. (bid)	74 1/2	United States Steel 2nd 6s.	101
Chicago, B. & Quincy 4s.	81 1/2	Norfolk and West. 1st 4s. (asked)	83 1/2	United States Steel 2nd 6s.	101
Chicago, B. & Quincy 5s.	81 1/2	Norfolk and Western conv. 4s.	101	United States Steel 2nd 6s.	101
Col. and Sou. 1st 4s. (bid)	75	Norfolk and Western conv. 5s.	101	United States Steel 2nd 6s.	101
Col. and Sou. 1st 5s. (bid)	75	Pennsylvania conv. 3 1/2s. (1915)	93 1/2	United States Steel 2nd 6s.	101
		Seaboard Air Line 4s.	75 1/2	United States Steel 2nd 6s.	101

firmness of the old crop hull party in the face of the grand jury indictments and bullish private reports regarding crop conditions both in the Eastern belt and the Southern States.

The advance of 1 1/2c. points. The market opened steady at an advance of 1 1/4c. points, which was about the limit of a rise. The earlier irregularities, but recent sellers showed disappointment over the failure of the market to advance the grand jury to weaken the determination of a rise in wheat, and with many bullish private reports reaching the trade as to new crop prices gradually worked higher.

The weather map showed generally clear and warm weather in the South over the entire belt, and was believed to be favorable for an early resumption of the seed crop in the Eastern belt, but private reports indicated that grass and weeds had become a big start with no prospect of a renewal of unsettled weather and showers in that section. Advices from the Southwest were claimed to show that Texas was badly in need of rain, and the high temperatures reported in some sections of that territory seemed to be making a bullish impression on sentiment. A few price offerings in the local market were very slight, and during the afternoon the market was 1/2c. to 3/4c. above Saturday's 21 1/2c. The close was within a point or two of the best. There was a little buying here during the day, but the market and Southern sources, while local operators appeared to be doing very little either way, the disposition being to await developments in the market both here and abroad.

The situation and as to the probable showing of the July Bureau, which carries the crop to July 1st, will be published at noon on July 1st.

Receipts at the ports to-day were 6,000 bushels of wheat last week and 10,000 last year. For the week 25,000 bushels, or 331 last week and 33,850 last year. To-day's receipts at New Orleans 3,537 bushels, or 2,147 last year and 14,000 last year. Sales against 1,200 last year.

look declared by one authority to be the worst in ten years, wheat closed 4 1/2c. higher than a week ago. The finish was strong and at the top point most of the day. Compared with closing prices Saturday there was a net gain of 1/4c. to 3/4c. a bushel. Every other leading staple on 'change was affected at an advance—corn 1 1/4c. to 1 1/2c. to 1 1/4c. to 1 1/4c. and provisions 2 1/2c. to 3c.

Leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT—				
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
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July	95 1/2	95 1/2	95 1/2	95 1/2
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Dec.	95 1/2	95 1/2	95 1/2	95 1/2
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July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2
May	95 1/2	95 1/2	95 1/2	95 1/2
July	95 1/2	95 1/2	95 1/2	95 1/2
Sept.	95 1/2	95 1/2	95 1/2	95 1/2
Dec.	95 1/2	95 1/2	95 1/2	95 1/2
Mar.	95 1/2	95 1/2	95 1/2	95 1/2